



SPECIAL ANNOUNCEMENTS

Port Operations Handbook 2014

Recently shipped to Sectors and MSUs, this provides excerpts from select Coast Guard regulations, and additional information to help Coast Guard and industry maintain safety and security on the waterfront.

cgportal2.uscg.mil—units—cgfac2—Facility Inspections—Tools and Job Aids—Inspection Job Aids—Handbook Port Operations 2014 Edition May 29 2014.pdf

Cybersecurity Public Meeting in Washington D.C.

The Coast Guard will hold a public meeting on Jan. 15th 2015 in D.C. to receive comments on the development of cybersecurity assessment methods for vessels and facilities regulated by the Coast Guard.

The Coast Guard will consider these public comments in developing relevant guidance, which may include standards, guidelines, and best practices to protect maritime critical infrastructure. Please access this link for additional information: <https://www.federalregister.gov/articles/2014/12/12/2014-29205/guidance-on-maritime-cybersecurity-standards->

Waves on the Waterfront

CG-FAC, Office of Port and Facility Compliance
Safety, Security, and Stewardship
for the Nation's Ports and Facilities

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Happy Holidays from CG-FAC. I recently had the honor to speak at the latest Facility Inspector School graduating class. As always, I was impressed with the range of technical, regulatory, policy, and operational issues that our facility inspector workforce handles. Just today, the Commandant addressed HQ and described some of the Coast Guard's coming challenges—including cyber security, LNG and increased energy production, the Arctic, and border security. Facility Inspectors and Port Security Specialists will be part of all of these efforts.

As you can see in the side panel on this page, we are holding a public meeting next month to discuss cyber security as it relates to maritime critical infrastructure. For more on this topic, Homeport has a cyber security section under "missions" (left hand side of the main screen). I also encourage everyone to read [Coast Guard Maritime Commons](#)—enter cyber security in the search function. CG-FAC will work with the field and industry to address cyber and other threats. CAPT Tucci.



Congratulations to Coast Guard Port Security Specialist **John Albrough** (pictured here with the Port of Long Beach Commercial Dive Team), of Sector LA/LB, International Association of Emergency Managers (IAEM) Uniformed Service's 2014 Civilian Emergency Manager of the Year!

Industry Training w/the Port Authority of NJ/NY

Author: LCDR Jake Hobson

Having started my career as an MST in the Port of New York some 23 years ago, imagine my excitement when I discovered I would be returning with an opportunity to participate in the Port Safety & Security Industry Training Program; and better yet with the Port Authority of New York and New Jersey. First a few statistics - The Port Authority of New York and New Jersey (PANYNJ) is a joint venture between the States of New York and New Jersey and authorized by the US Congress, established in 1921 (as the *Port of New York Authority*) through an interstate compact, that oversees much of the regional transportation infrastructure, including bridges, tunnels, airports, and seaports, within the Port of New York and New Jersey. This 1,500 square mile district is the region generally within 25 miles of the Statue of Liberty in New York Harbor. Of most recent note, the Port Authority also owns and manages the 16-acre World Trade Center site, home to the iconic One World Trade Center. The Port of NY/NJ is the 19th largest container port in the world, handling roughly 14% of all cargo entering and exiting the country. This cargo is valued at over \$200 Billion and inputs more than \$29 Billion directly into the local economy surrounding the Port Area, supporting more than 296,000 jobs in the area.

What I have learned from my time with the Port Authority and their commercial counter-parts in the port is that many efforts are currently focused on how to bring in larger container vessels and work them in an organized and more efficient manner. The Port Authority is working on a few remaining impediments to port calls for the large vessels like making sure the waterways are dredged to 50 feet and the \$1.4 Billion project to raise the road deck, and the air draft, of the Bayonne Bridge, are being



completed to accommodate the size of these larger vessels.

Picture 1: (Left) Current location of the car deck of the Bayonne Bridge. (Right) An artist rendition of the Bayonne Bridge after construction raises the car deck creating an additional 64 feet of air draft. Completing scheduled for July 2016. (blog.tstc.org)

The most important and more difficult question that the commercial container terminal operators are struggling with is how to unload up to an estimated 5000 containers from a vessel in one port call and get them processed thru the terminal and out the gate in a uniform and organized manner. Once out the gate, there is the highway congestion to deal with, but that is a separate transportation issue, not specific to terminals. To complicate the issue, these companies are also usually back loading another 2000-2500 containers onto the vessel, either for export or repositioning of empties to other depots, during the same port call for export. Some of the challenges noted are the shortage of labor and required equipment such as chassis used to move the container once it comes off the vessel.

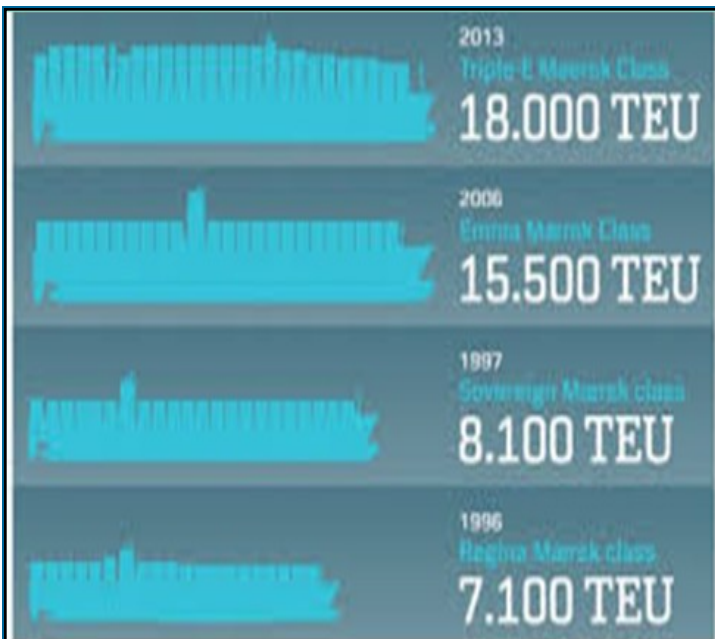


Table 1: Evolution of the Maersk Shipping Line Fleet from 1996-2013 with regard to vessel size and TEU Carriage seaship-pingnews.typepad.com/530 (Rudis, 2011)

There are several other factors contributing to the sluggish cargo movement. Some of these other items include slower turn times (time to pick up/drop a container) for the trucks servicing the container ports. The congestion in the port areas causes increased traffic congestion and as the cargo continues to arrive in larger slugs or chunks, the congestion continues to increase these wait times. Current metrics put carrier turn times in the area of 45-90 minutes; however, discussions with the truckers put turn times well over 2 hours at opening and before closing of the terminal gates. In certain cases, truckers will start to show up in line at 0300 for a gate opening at 0730 just reserve their spot in line. Another concern of late is the further congestion and possible closures caused by harsh winter weather and the need for clearing of snow and removal of ice prior to commencing terminal operations. While there has always been potentially harsh weather, the congestion requires new strategies for removal of snow and ice to reopen as quickly as possible. Bottom line, most busy U.S. ports are somewhat congested and the way forward is to manage these dwell times for cargo.

While these port congestion issues are not primary to our work as one of the lead inspection & enforcement agencies that these vessels and terminals deal with on a daily basis, it is ever more important we understand the business of cargo movement and

our impact on those movements. I would further make the statement that if our people attending the facilities and vessels have a better understanding of these issues, we can make our decisions based on better information with regard to enforcement actions. In many cases, there is enforcement action of some type that is needed; however, if we have a better understanding of our impact to industry, we can make better enforcement decisions.

On a closing note, I am happy to see the program open to the enlisted workforce this year. As a prior MST, I feel that providing the experience I am currently gaining with commercial operations and other government agencies is critical for our future workforce, specifically the senior enlisted folks. The critical piece here as I see it is not only having a substantial understanding of the regulations and what we as Coast Guard oversight/enforcement can do in a given situation, but understanding the larger picture, specifically that of our impact on those we regulate. Just because we have the authority to require something, should we; and in doing so-are we making a given situation safer. Furthermore, is enforcement even the best option, or is there a better course of action to meet the particular goal or requirement. To put it bluntly, are we making a situation better, or forcing someone's hand to do something so, we can check a box on our end. It is my opinion that we as Coast Guard professionals need to have a better understanding of the risks faced by those we regulate and there is no better way to accomplish this than to work in their organization and see the issues that drive their daily efforts, concerns and decision-making processes.



Evolution of the Port Security Assessment Program

Author: LCDR Marc Randolph & LCDR Scott White

This year marks the 10th anniversary of the regulatory implementation of the Maritime Transportation Security Act of 2002 (MTSA). The entire spectrum of the MTSA regulatory and policy framework is founded on vulnerability mitigation through comprehensive and methodical risk assessment. The Coast Guard's Port Security Assessment program was initiated in 2002 as a framework for the assessment of the Marine Transportation System (MTS) for the purpose of identifying vulnerability and supporting the enhancement of port and regional infrastructure protection strategies. The evolution of the Port Security Assessment (PSA) program has directly enhanced the effectiveness of the Area Maritime Security Committee (AMSC) framework in the United States.

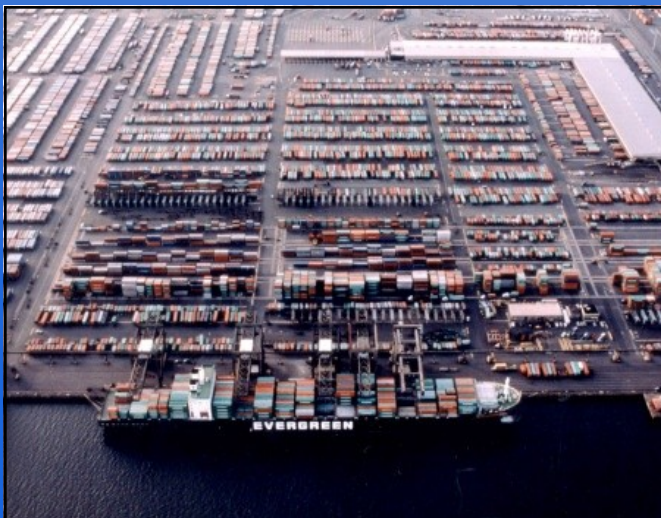
In 2014, the Coast Guard executed a Memorandum of Agreement (MOA) with the National Guard Bureau (NGB) for support and assistance in the domestic PSA program. In accordance with this MOA, the Domestic Port Security Evaluation Division (CG-PSA-2), with support from the Domestic Ports Division (CG-FAC-1), has developed a valuable partnership with the Joint Interagency and Education Center (JITEC) of the NGB for the development of a greatly enhanced "next generation" PSA process. The program is currently in a test and

evaluation phase through spring of 2015 consisting of assessment visits and product development at four diverse COTP zones. Launch of the new generation PSA program in 2015 promises to yield a broad suite of port security products and support for AMSCs and USCG Sector Commanders.

The NGB supported PSA program will deliver a multi-TSI based Area Maritime Security Assessment (AMSA) and AMSA Report to assist in fulfilling the regulatory requirements of 33 CFR 103. The team is equipped to provide analysis of cyber security vulnerability and the potential for multi-modal/industry "cascading effects" impact to the MTS. Additionally, the new PSA program can offer the COTP a physical assessment and validation of the highest ranked targets within the port-wide Maritime Security Risk Analysis Model system. The USCG-NGB partnership can also provide direct evaluation and assessment in support of National Special Security Events (NSSE), as well as unit-tailored physical security training to Port Security Specialists and other Sector personnel. All of these services are directly supported by an enhanced Virtual Critical Asset Tour (VCAT) which is a multiplatform software system that blends 360-degree geo-spherical video with geospatial and hypermedia data for analysis of maritime infrastructure and regional waterways. The VCAT capability provides an interactive resource that can greatly enhance prevention and response capabilities within the port community.

This new partnership continues to advance the PSA program into the 21st century and offers a tremendous resource for AMSCs and COTPs for enhancing maritime security within their areas of responsibility.

For further information on the USCG-NGB partnership please feel free to contact LCDR Marc Randolph of CG-PSA-2 (marc.a.randolph@uscg.mil) or LCDR Scott White of CG-FAC-1 (scott.c.white@uscg.mil).



A Great Opportunity Lies Just Over the Horizon in MISLE 5.0

Author: Casey Johnson

Finally, after years of programming and development, it appears the MISLE 5.0 system is just over the horizon from going online. Of course, we have to assume the traditional military phrase of “standing by” is in the back of our minds in case of a delay but as of right now, latest word is the system goes online in early 2015.

The deadline for publication looks like the real deal. A creation of a MISLE 5.0 blog has been established which posts the status of the development of user guides and aids as well as the way to get a MISLE 5.0 account right now. You can visit the blog at:

[https://cgportal2.uscg.mil/communities/misle-5-beta/MISLE 5.0 Blog/Lists/Posts/Post.aspx?ID=10](https://cgportal2.uscg.mil/communities/misle-5-beta/MISLE%20Blog/Lists/Posts/Post.aspx?ID=10)

I will validate that the folks working on this project have continued to stay committed and positive through the setbacks as well as the accomplishments. They are doing a great job in an effort to produce the best product for the field. And as you and I know, this new system is as important as the old when collecting Coast Guard activities. The process of data entries is the primary ammo for CG-FAC continuing the never ending battle for sustaining the budget for its programs. Notice I used the word “sustaining” and not increasing. The days of larger budgets are over. We all know how important our jobs are in the protecting and enforcing safety standards at our waterfront facilities which ultimately protects the backbone of the flow of commerce and the environment. What’s that US Navy TV commercial claim? Ninety percent of commerce flows over the seas? Sadly, I don’t see Hollywood producing a picture of container and facility inspectors performing inspections in the effort of protecting U.S. Ports. It’s our performance and the accurate activities you enter into MISLE that support us in a budgetary justification.

Obviously, you know what’s important to me and you’re asking, where are you going with

this? Well, I’ll tell you, the ability of field personnel to adapt to a major change in data collection is coming soon. The change will be universally accepted and the data entry process more accurate and efficient than ever -- with a little familiarity. It’s the length of time of adapting that could create a problem. Thinking of this reminds me of something that was said several years ago by one of many great mentors of mine during an officer’s call:

“The Coast Guard is facing a major, somewhat unexpected problem today and as supervisors, you will be directly responsible in the outcome of success or failure. The next generation of young Coast Guardsmen grew up in a much different technical age than most of us. And as we say up in the New England parts, they’re wicked smaht (smart). It’s imperative that they are kept interested and are challenged. If you fail, these bright young people will become bored and leave the Coast Guard, depriving the Coast Guard of the brightest candidates as leaders of the future. It is up to you as supervisors to not only challenge them but to stay involved by learning from them and accepting their perspectives of the future of the Coast Guard.”

-Mark O’Malley, Captain (ret) USCG

The introduction and learning curve of MISLE 5.0 is a perfect opportunity for supervisors to support Captain O’Malley’s philosophy. Not that I’m saying this occurs at all units (unfortunately I’ve witnessed this scenario), but why not end the days of appointing the lowest ranking member to be responsible for populating MISLE? Instead, offer these savvy, wicked “smaht” members the opportunity to teach us old folks this new system. Not only will it challenge them, it’ll reinforce the satisfaction of knowing the importance of their capabilities and contribute to a smooth upgrading of a very important Coast Guard function. Thank you, Captain O’Malley!

2014 Security Specialist (Port) and (Recovery) PSS/PSSR Year in Review

Author: Mr. Robert Reimann

As the PSS/PSSR program sponsor and manager, the welfare, proficiency and sustainability of the workforce remains one of CG-FAC's highest priorities. People are our greatest asset. It doesn't make a difference what the product; we are only as good as our workforce. One of the primary goals CG-FAC set within the year was to verify and validate the task requirements for the entire workforce, so a strategic plan can be developed for a long term, sustainable performance support system (training regime) for Coast Guard PSS/PSSRs. Coinciding with this training project are the following initiatives accomplished within CG-FAC over the last year:

Signing an Alignment Agreement with FORCECOM's Performance Technology Center on a New Performance Planning Front End Analysis (FEA) to determine the performance requirements for PSS/PSSR positions. This will help capture the proper scope of work of the PSS/PSSR that supports the development of a performance support system. This will help inform and create training requirements against a validated PSS/PSSR task list. The FEA will also look for human performance recommendations to improve organizational factors impacting the workforce.

Standardized new position description (PD) for PSS, GS-0080-12s. A standardized PD for PSS GS-0080-13s is currently being classified by CG-1212 and when completed, should be sent to servicing Command Staff Advisors (CSA) who will be working with affected Sectors and MSUs to implement all civilian human resource (HR) requirements associated with the one-for-one replacement of these PDs.

Designating the PSS (both Port and Recovery) positions as Mission Critical Occupations (MCO) by the Office of Civilian Human Resources CG-121 and included in recent DHS's Office of the Chief Human Capital Officer (OCHCO) Workforce Planning initiatives.

Representatives from CG-FAC and FORCECOM will travel to select field units over the next 6-8 months to conduct a FEA that will verify and validate task requirements of the workforce. CG-FAC will continue to work through the PSS Working Group (PSS WG) ensuring the FEA is in-line with PSS/PSSR workforce requirements. CG-FAC encourages the entire PSS/PSSR workforce to work through their respective chain-of-commands to provide feedback through the PSS WG with recommendations on how to improve our community as a whole.

MTSA, PWCS and the Safe Port Act provide guidance on how the Coast Guard will help secure our ports. It is also clear that the regime-based risk mitigation measures implemented through related policies require resources greater than the gun, gates and guards the Coast Guard can supply alone. Acknowledgement of the PSS/PSSR workforce is long overdue. CG-FAC realizes the importance of promoting an atmosphere where the workforce is not only encouraged to learn but also is rewarded for using their skills. CG-FAC will continue to lead the charge as the workforce's voice on all maritime security and resiliency matters.

Area Maritime Security Plan 5 Year Cycle Review

Author: Geoff White

The Office of Port and Facility Compliance (CG-FAC) is pleased to announce that all 43 Area Maritime Security Plans (AMSPs) have been updated by the Captains of the Ports, and approved by the Coast Guard Area Commanders. This year long update process has involved substantial effort by both Captain of the Port staff and members of their respective Area Maritime Security Committees. This cycle's AMSPs incorporated updated guidance regarding port wide Area Maritime Security Assessments, replacing the Homeland Security Alert System (HSAS) with the National Terrorism Advisory System (NTAS), 2010 Coast Guard Authorization Act requirements, and the latest changes to the Coast Guard organization structure. Also, the Marine Transportation System Recovery Plan template guidance was

updated to reflect the maturation of the Coast Guard's Marine Transportation System Recovery program through both an update to the MTS Recovery Commandant Instruction, as well as lessons learned from real world MTS recovery events such as high/low water on the Mississippi river system and Superstorm Sandy. The 2014 Area Maritime Security Plans also begin to address the emerging cybersecurity threat. Captains of the Ports were tasked with identifying 3 means of communicating with their port stakeholders in a cyber degraded environment. Enclosure 4 to NVIC 09-02 Change 4 included a recommendation to consider cybersecurity as a potential exercise topic under the Information Security requirement of the Area Maritime Security Training and Exercise Program (AMSTEP).

Advancing Technology

Author: LT Michael St. Louis

The Office of Port and Facility Compliance is leading the way to expand our use of technology by spearheading an initiative to provide iPads to field units for testing and evaluation. We hope to determine the level of functionality and resourcefulness the devices provide, so CG-FAC requested and received authorization to purchase 88 iPads to distribute to field units for use by the Facility Inspectors. Unfortunately, due to issues during the procurement process, only 16 of the 88 iPads were delivered to the field. However, we anticipate the remaining iPads will be delivered within the next two months to the remaining field units that volunteered to participate in this pilot.

In order to support this initiative and to provide a mechanism by which field users can share and discuss ideas on how they are using the iPads, CG-FAC developed and maintains a CGPORTAL collaboration site that contains all of the supporting documentation for the program, and links to helpful sites and locations to download references. It also includes a team discussion area for open dialogue of best practices, troubleshooting tips, and lessons learned. We are very interested in your feedback, so please visit the site on CGPortal at: <https://cgportal2.uscg.mil/units/cgfac2/iPads/SitePages/Home.aspx>



FACILITIES RECEIVING CARGO CLASSIFIED AS POTENTIALLY DANGEROUS MATERIAL (PDM) UNDER 46 CFR 148

*(The following article refers to CG-FAC Policy Letter No. 14-02, signed 11 DEC 2014, and available on CGPortal under Policies and Facility Safety folder:
<https://cgportal2.uscg.mil/units/cgfac2/SitePages/Home.aspx>. You can also contact MSTC Kevin W. Collins for any further discussion on this subject.)*

CG-FAC has recently received numerous inquiries regarding the applicability of Title 33, Code of Federal Regulations (CFR) Part 126, to facilities which handle, store, stow, load, discharge, or transport bulk cargoes that are classified as a Potentially Dangerous Material (PDM) as per 46 CFR Part 148.

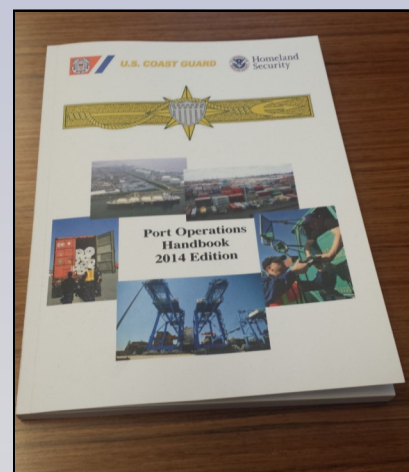
In 2010, the Coast Guard published a final rule amending 46 CFR 148. The amendments aligned U.S. regulations with Chapters VI and VII of the International Convention for the Safety of Life at Sea that makes the International Maritime Solid Bulk Cargoes (IMSBC) Code mandatory for operations involving handling and carriage of solid bulk cargoes by vessels. The changes also expanded the list of solid hazardous materials authorized for bulk transportation by vessels. As part of the harmonization with the IMSBC Code, cargoes classified as Material Hazardous only in Bulk (MHB) were added to the tables in 46 CFR 148 and classified as PDMs (*Federal Register/ Vol. 75, No. 201/ Tuesday, October 19, 2010 pg 64590*). The Federal Register provides information on how the regulatory changes impact vessels but does not include any information regarding the potential impact to waterfront facilities.

The applicability of 33 CFR 126 applies to waterfront facilities handling packaged and bulk-solid dangerous cargo and to vessels at those facilities. Dangerous cargo is defined in 33 CFR 126.3 as encompassing, “all hazardous materials listed in 49 CFR Parts 171-179, except those materials preceded by an “A” in the Hazardous Materials Table in 49 CFR 172.101 and **all** cargo listed in 46 CFR part 148.” This includes PDMs now listed in the 46 CFR 148.10. Currently these additions would also make 33 CFR 105 applicable to these facilities.

CG-FAC is pursuing a regulatory change to the definition of Dangerous Cargo in 33 CFR 126.3 to exempt waterfront facilities that solely handle, store or transfer PDMs. Until that change is complete, Captains of the Port should refer to the guidance recently released in the CG-FAC Policy Letter No. 14-02 for determining applicability of 33 CFR 126 to these facilities.

Port Operations Handbook

Earlier this year CG-FAC distributed the Port Operations Handbook, which is primarily a re-print of MTSA and other facility related regulations, along with policies, personnel safety tips, and other information. Budget permitting, we will make any improvements you suggest and distribute additional copies in a few months. The document is available for public download under “News and Events” at <http://www.uscg.mil/hq/cg5/cg544/default.asp>. Please send any suggestions for improving the document to MSTC Collins at Kevin.W.Collins@uscg.mil.



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